

# Nor' West Miner

EDMONTON, ALBERTA

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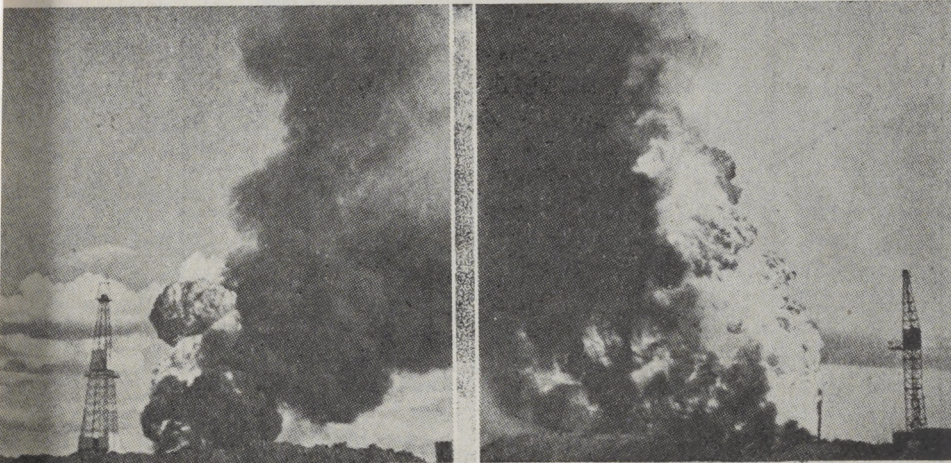
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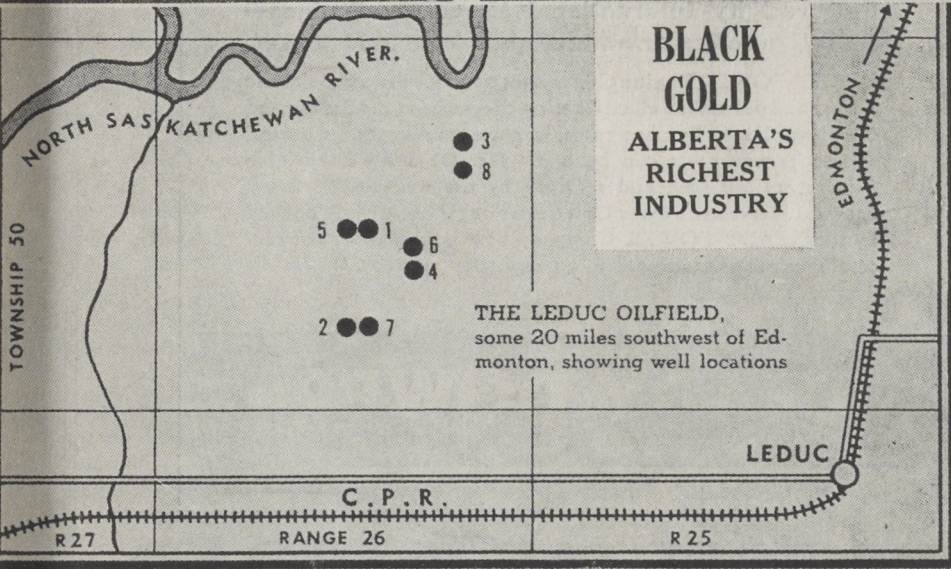
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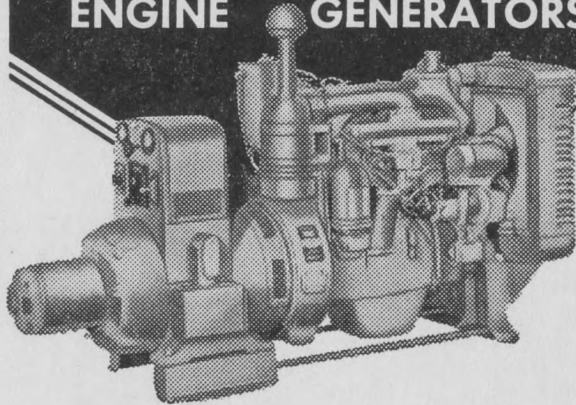
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# THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

## Says the Miner . . .

Sorry there has been no issue of the magazine since June. The reason is the fact that the one man staff has been sick—hence the lapse but here is the October issue which it is hoped will interest.

\* \* \*

The peace talks still go on with the ordinary man utterly confused as to just how peace can be obtained for the world after listening to the yards and yards of talking by our representatives. Surely all know the penalty for not getting peace. All, our leaders especially, will admit that a third war will mean the end of civilization. Why should the peoples of the world act like the lemming mice of the arctic who go down to the sea coast in their millions, swim out to sea and never come back. Surely it will not be left for the people of Mars or other planets to exclaim, "Well, there goes the old world—its peoples have committed suicide".

\* \* \*

A northern lady recently remarked, "With prices going higher and skirts going lower, it is a question whether we dare brave the arc lights and bithulitic pavements of the Big Town—we are staying where we are."

\* \* \*

Congratulations are in order to those people in Edmonton under the leadership of E. T. Love, who has always been a Jasper Highway enthusiast, and to the Blue River and other British Columbia people who visualized that a Jasper Highway terminating at Jasper was not a real tourist road unless it was connected with Vancouver. Today due to their efforts, a road through to the Coast has been established. Rough in places it is true but the through route has been established.

Improvements are bound to follow. Strange is it not that, notwithstanding the fact that every year huge sums are supposed to be devoted to road building, it seems to be necessary for the combined efforts of taxpayers to get the roads they want. The history of main highways in Alberta is a startling one. The Banff Highway was only built at the insistence of Calgary people years ago. The Jasper Highway likewise was first connected up by the insistence of Edmonton people. The Peace River Highway likewise and to cap them all there would have been no Grimshaw-Great Slave Lake Highway, or even an Alaska highway through Edmonton had not private associations of citizens used propaganda and political "clubs" to get them. When will government officials who tax and plan for roads learn that it is their business to provide real highways and not be too prone to listen to "railway and other voices" who may not see eye to eye with the common folks as regards through national highways across Canada.

\* \* \*

An American tourist recently remarked, "You fellows in Alberta talk roads, spend lots of money in the South to attract us over your roads, yet when we come up and go over them we find that the most popu-road sign seems to be the word "Detour". We detour and "Oh boy, what a mess". Officials of both city and provincial governments have still got the idea that the proper time to tear up a road is when it is most in use namely in the good old summertime". Lots of tearing up, with the aid of modern road machinery, could be done in the wintertime—but you try and get this idea into "government road heads" . . .

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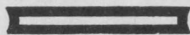
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# LEDUC OIL PRODUCTION

With the fact that a 6,500-barrel capacity Refinery is being built at Edmonton, and the added fact that it is expected the production from the Leduc field will approximate 4,000 bbls. of oil daily, the Leduc field is due to produce a total at least equal to over one-third of the present production of Turner Valley.

In August last Mr. H. H. Hewetson, president of Imperial Oil, stated that production from the Leduc field by the end of the current year was expected to reach around 4,000 barrels a day. Since then several other wells have been brought into production and the end of more wells to come in is still a matter of the future, with more and more wells being commenced. The present number of producing wells is 16.

In addition the Imperial Oil have made plans for a 6,500 barrel daily capacity refinery at Edmonton. This refinery is now being built. Over 7,000 tons of materials for it are being obtained by the dismantling of the Whitehorse Refinery which served such a useful purpose during the war years in supplying oil for Alaskan military operations. This equipment is being brought by truck over the Alaska Highway to Dawson Creek and thence by rail to Edmonton.

Whilst the Leduc wells are estimated to produce some 4,000 bbls. as above during 1947, it should be borne in mind that all are controlled wells as to output and that output is being limited under the best conservation conditions. This means that none of them are producing at full capacity.

The days are gone when wells were allowed to saturate the surrounding country with oil as they came in. Millions of gallons of oil have been wasted in the past by being uncontrolled in the initial stages of production. Today, drillers know when a well is to come in and precautions are taken to control the flow from the start. In addition, it has become well known in oil circles that wastage of gas from an oil well means wastage of oil, for the simple reason that unless there is gas or other pressure behind the oil, only a small percentage of the oil can be recovered. In fact it is stated that in many wells, which have been producers in the past, only about 25 per cent of the actual oil has been recovered. The balance has been lost because pressure is lacking to surface it.

The oil at the well in the Leduc area sells at \$2.95 a barrel. This is the price set for the crude oil. When refined it is worth many times that amount. Roughly it

can be forecast that Leduc oil production will be 1,460,000 barrels a year or around \$4,000,000 a year—well head value. Refined and split up into its many subsidiaries, it is safe to multiply this figure by at least 6, making this new industry worth around \$24,000,000 a year.

It is important to note that the flow from the Leduc well is restricted to recoveries made through chokes running in size from 5-32 inch to 3-16 inch. This oil is then directed into a pipeline connecting the field with Nisku on the Canadian Pacific Railway only nine miles away. The field is ten miles from Leduc and only twenty miles from Edmonton where the refinery is being located.

The depth at which the oil is being obtained is only 5,300 feet as compared with 9,000 feet in the Turner Valley. This means that the cost of drilling is cut in half and the time taken to reach the oil is also reduced to around two to three months.

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## THE TANTALUM REFINERY

Advices from the East state that the re-opening of the Edmonton Tantalum Refinery is awaiting the ratification of the shareholders of both the Peg Tantalum Mines Limited and the Tantalum Mining and Refining Co. of America Limited of a new arrangement whereby the two companies will be merged under the name of the latter. After ratification of the plan the refinery is to be put back into operation and enlarged as finances permit. This plan is designed to place the entire operation from the raw ore to the finished metal under one management. It is stated that the new arrangement will permit the use of some 550,000 shares for further financing.

It is stated that unforeseen difficulties at the mine have prevented the production of a clean tantalite concentrate. The mill, however has been working all the summer and now has a stockpile of "middling" concentrates. It is proposed to install, officials state, a small clean up mill to further process these "middlings". This will make the attainment of a fine, high quality concentrate, as demanded by the trade possible.

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## Firth River Gold Discovery

Recent announcement that gold has been discovered on the Firth River flowing into the Arctic from the Richardson Mountains near Herschel Island is interesting.

Ever since 1929 it has been known that the riffles in the bedrock, which is only covered in many places by a shallow overburden, and in many instances completely exposed in the bed of the river have carried free gold values.

In 1929 and 1930 prospectors sent in by Dominion Explorers returned with considerable amounts of placer gold up to as much as \$2,000 but costs of transportation and operation did not justify continuance of development at that time.

In later years a prospector named Jack Fazackerly brought out free gold from the Firth River amounting to around \$700. He described, how in following up the river, looking for ore in place, he discovered and traced interesting veins, which he claimed might contain gold values.

The Richardson mountains, in which the Firth River rises are only a comparatively short distance from the Arctic Coast and perhaps it will not be difficult to trace the source from which this free gold comes.

Dominion Explorers prospectors said that they obtained the gold they brought out by means of searching the various riffles in the rock which often contained gold which could be collected by means of spoons. They were in the country only a very short time, owing to the difficulties of transportation. They were supposed to return to Aklavik the nearest town by the 1st September in order to catch the "Distributor". They did not turn up and a search party of Eskimos went in to look for them. They were found more or less marooned at the mouth of the Firth River. When going in they had taken their boat quite a distance up the river, but on returning some six weeks later, they found in their absence that Arctic winds had blown in and created a sand bar at the mouth of the river for over two miles and they were consequently delayed in hauling their boat over the bar to salt water.

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What's the difference between a little girl and a big girl?

"A little girl wants an all day sucker. A big girl just wants one for the evening."

## The Hudson Bay Route To Europe

After years of blockage of any attempt to make use of the facilities the Hudson Bay Route to Europe presented in the moving of grain and other produce to European markets from the West, some fifteen cargo boats have, this year, loaded grain and navigated the route without mishap. Fort Churchill has now proved itself to be a port of consequence to Canada. It is the shortest route to Europe from the grain fields of the West. It has proved itself to be safer than the St. Lawrence route during the past year, and whilst, it is stated, that the last boat of the season has left (October) it by no means proves that this route cannot be used for at least another month or as long as the St. Lawrence River route.

The next step in making the utmost use of this new route, is the linking up of the railways running east and west, north of the present two transcontinental railways, namely from Churchill to Le Pas-Le Pas to Edmonton and on to the coast via the Northern Alberta Railway. The necessary amount of new railway building to fill the gaps in this route is some 525 miles. Where else can Canada build and complete a third transcontinental railways for less cost. When one considers the millions expended on the C.N.R. and the C.P.R. in the past the necessary expenditures to bridge the present 525 miles of gaps and improvement of present grades seem insignificant. In any case the fact remains—that third railway across Canada is a necessity if the huge north lands are to be properly developed.

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# THE PEACE RIVER . . . EDMONTON AND THE ALASKA HIGHWAY

Edmonton' Alberta Motor Association has recently discovered that in all probability the completion of the British Columbia Highway connecting Prince George with Dawson Creek, B.C., where the Alaska Highway proper commences, will leave Edmonton off the map as far as Peace River trade is concerned.

It is some twenty-two years ago since a first car was driven from Edmonton over the so-called Peace River Highway to Pouce Coupe in British Columbia. This was a Star Car, named at that time a "path-finding car" and its success in making the trip started the awakening of the Alberta Government to the need for a through route from Edmonton to the B.C. Boundary or Dawson Creek. That trip was a thrilling one, causing a certain amount of sensation in Government circles and many were the promises made at that time that in short order the Peace would have a real highway connection with Edmonton. That was the U.F.A. Government's idea and "promise". They did little or less to implement the promise. Then our Social Credit friends took over the making of good roads in Alberta under the leadership of the present Minister of Highways, the Hon. W. A. Fallow. Yes sir, he was going to give Alberta good roads in short order, at least he said so. It is now some twelve years since he also made his "promise" and the Peace River Highway as characterized by our American cousins is still nothing more than a "trail". It is claimed it is gravelled the entire length. It is? That gravel has been spread pretty thin in many places, as one still hears of motorists speaking with awe of the fearsome passage from Edmonton to Peace River points. They say, "We travel at times in convoys, so that one can help the other out of the ditch."

During the war years the route to the Peace through Whitecourt was much in the limelight. Once again our minister was going to put it through in short order. This was at the time the Americans offered to build it, but for some unknown reason did not. And so this shorter route is still just a line on the map, notwithstanding that fact that it would cut off many miles to the Western Peace and what

is more important offset the British Columbia highway to Dawson Creek.

The Motor Association gloomily predicts that the Peace River business which has been coming to Edmonton for many years will soon be a thing of the past. This is probably an exaggerated picture but the fact remains that until the Alaska Highway can properly be known as commencing at Edmonton instead of Dawson Creek, Edmonton and Alberta is going to lose much business.

Alberta has a "Highway Commission". This is rather a foolish title to give it for from its actions it seems as if its name should be the "Banning Commission". The only time the public or motorist hears about it is when it announces "Bans have been put on Highway No..... from 7 a.m." and later "Bans have been lifted on Highway No....." That Commission and its road banning furnishes the fullest answer possible to offset the vigorous claims of Alberta's highway department that it has built and is building proper highways".

There is said to be an election coming in 1948, both provincial and dominion and the electorate should then take the opportunity of insisting that highway departments of either governments should be headed by men who know their business as regards building highways and who are free from all the various political and other subterfuges that accompany present day methods of highway administration and extension. The Alberta Government has collected millions from motorists direct for the purpose of providing proper highways and has given them dirt tracks instead in most cases. The Americans expended some \$135,000,000 in building the Alaska Highway. Heavy cost it is true, but it was done against time with money no object. Alberta has expended at least half that sum over the last 40 years and has still to have even one paved highway across Alberta or even connecting Edmonton with Calgary. Think it over—you taxpayers. Ask yourselves why you do not get what you pay for?

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Kissing will definitely not shorten one's life, but it does make time pass more quickly.



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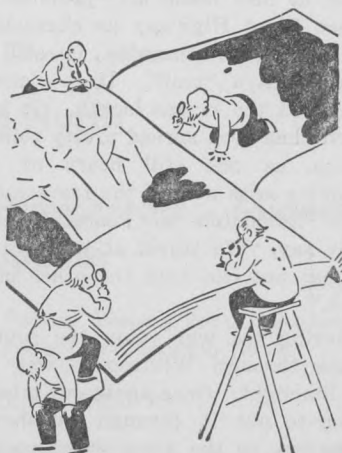
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 WESTERN CANADA

## MARKETS FOR ALBERTA COAL

For many years Alberta coal producers have urged the use of Alberta coal in the East, pointing out that Canada should use its own coal supplies instead of importing coal from the United States. This argument is one which must appeal to all Canadians and especially the Canadian Exchange Board which is worried these days concerning the adverse dollar situation between Canada and the U.S.

In urging consideration for Alberta coal

Island mines and is waterborne to northern points. There is no doubt that Alberta coal could compete with this southern coal. In addition the building up of a coal business west along the Canadian National Railway line to Prince Rupert would furnish a large tonnage haul.

Alberta is recognized as having the largest coal deposits on the continent. The development of this coal is in its infancy as a major Alberta industry. Markets close



One of the many seams of coal outcropping on the banks of the Saskatchewan River near Edmonton where millions of tons of coal are awaiting the miner's pick. The seam is 25 feet wide with only light overburden.

for Eastern consumption it has perhaps been overlooked that a possible large market is at present coming into being on the Pacific Coast. This refers to the recent commencement of a huge celanese plant at Prince Rupert which is being built by the Celanese Corporation of America. This plant will no doubt be in the market for much coal tonnage.

Coal used in Northern British Columbia comes in the most part from Vancouver

to hand are essential. These markets can be made available on the west coast if not in the east.

In addition Edmonton is engaged in attracting industries to its territory. Along the Saskatchewan River, there are outcroppings of tremendous deposits of coal, which are easily worked and could be hauled to industries nearby. The manufacturing of by-products from coal is an old established industry in Europe, especially

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# Northwestern Utilities Limited

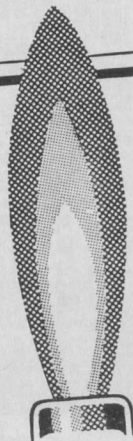
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in Germany, where all kinds of articles are manufactured from coal. Many of these industries were destroyed during the war and there is no doubt that considerable interest could be aroused amongst these industries to relocate plants in Alberta.

Alberta has the coal, but as regards development the surface has hardly been scratched.

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## Oil Sands

The Hon C. D. Howe, Minister of Reconstruction, Ottawa recently stated that after an expenditure of two and a half million dollars the Dominion Government had obtained and perfected a process for the extraction of oil from Alberta Tar Sands. He also stated that his Government had now withdrawn from such experiments and was leaving further development to private companies, under an arrangement whereby if such private companies made production commercially possible, his Government would be compensated for the monies expended in such experiments.

He adds: "It seems to be the view of the oil industry that in time oil will become scarce to the point where hydrogenation will be a practical development and when the tar sands will be a valuable source of oil. At the moment, oil from tar sands is a matter of price. The price of oil from free flowing or pumped wells is so much below the cost of recovering oil from the tar sands, or the cost of manufacturing oil by hydrogenation that the latter are not within the economic realm".

In face of the above official statement how can the Government of Alberta and the Hon. A. W. Fallow and his Committee, including the Alberta Research Council justify the expenditure of another \$250,000 to \$500,000 of public funds in proving what has already been proved. The reconstruction fund set aside by Alberta was never intended for speculation in oil or in anything else. It was provided for work that would be self-sustaining in every way and be of practical every day use.

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## Oil Brings Business

Leduc Oils have commenced to emphasize their importance in Edmonton's business world with the announcement that six major oil supply companies are preparing to locate warehouses and offices in Ed-

monton. They are Black Sivals and Bryson Inc., who are building a \$100,000 plant here. This firm has ever been to the fore in the supplying of tanks and other supplies to both the oil and mining industry. They have built many of the oil tanks located at mines in the North West Territories. The other firms to locate are stated to be Oil Well Supply Co. of Dallas, Texas. National Supply Co., Pittsburgh, Pa., Turner Valley Supply Co. of Calgary, Barber Machinery Co. Calgary, Withers Drilling Contractors Ltd., Lloydminster. These companies are all leasing or acquiring property adjacent to the railway in South Edmonton.

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## LIQUOR COMMISSION RESIGNS

Like a bolt from the blue sky on a summer day, was the announcement that J. A. King, Liquor Commissioner for the Province of Alberta, at the head of what the Premier described as a "racket" at the last session of the legislature, had resigned. His resignation was announced on the 14th of July to take effect on the 15th of July with the added consolation that he was given three months "leave of absence" with pay. No one knows why he resigned, at least not officially, but rumor has it that he—an old time Liberal—was casting his eyes back on the Liberal banner in Alberta and this of course was "high treason" from a Social Credit point of view. Our Social Credit friends emphasize the "liberty" of the common people, but evidently this does not apply to the jobs. There "toe the mark or get out" seems to be the dictum. The Premier of Alberta perhaps has an explanation to make concerning the sudden change?

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## SEA OTTERS DISCOVERED

Reports from Alaska state that a new and thriving herd of sea otters have been located in the Aleutian Islands. These animals once almost extinct and still very rare are considered priceless in fur circles. It is stated that herds of at least 100 have been counted. The new herds were found by U.S. Government survey officials in remote locations which are not being divulged to prevent them being attacked by poachers.

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A bachelor is a man who never Mrs. Anything.

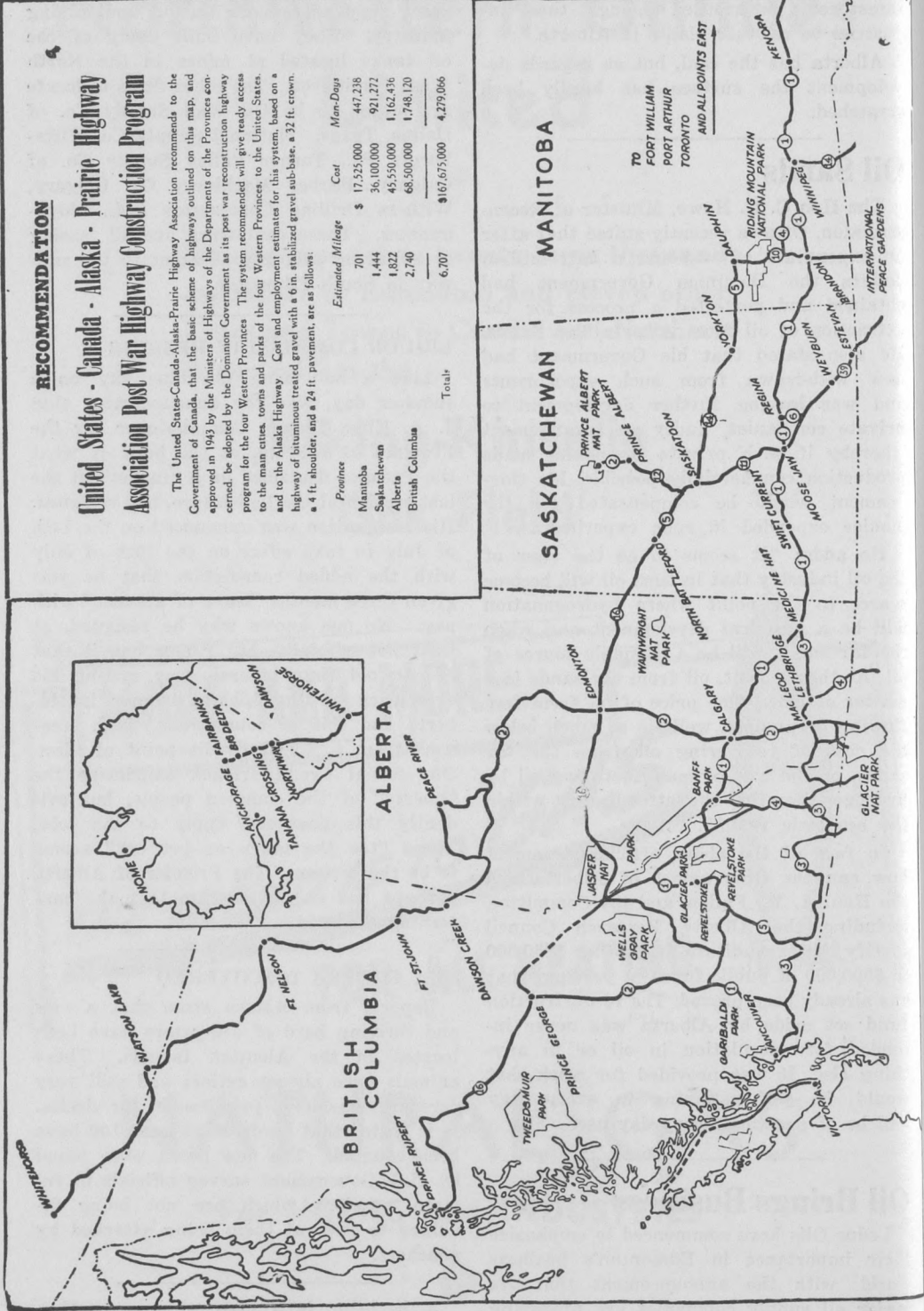
# A HIGHWAY PLAN FOR WESTERN CANADA

## RECOMMENDATION

### United States - Canada - Alaska - Prairie Highway Association Post War Highway Construction Program

The United States-Canada-Alaska-Prairie Highway Association recommends to the Government of Canada, that the basic scheme of highways outlined on this map, and approved in 1943 by the Ministers of Highways of the Departments of the Provinces concerned, be adopted by the Dominion Government as its post war reconstruction highway program for the four Western Provinces. The system recommended will give ready access to the main cities, towns and parks of the four Western Provinces, to the United States, and to the Alaska Highway. Cost and employment estimates for this system, based on a highway of bituminous treated gravel with a 6 in. stabilized gravel sub-base, a 32 ft. crown, a 4 ft. shoulder, and a 24 ft. pavement, are as follows:

Province	Estimated Mileage	Cost	Man-Days
Manitoba	701	\$ 17,525,000	447,238
Saskatchewan	1,444	36,000,000	921,272
Alberta	1,822	45,550,000	1,162,436
British Columbia	2,740	68,500,000	1,748,120
<b>Total</b>	<b>6,707</b>	<b>\$167,675,000</b>	<b>4,279,066</b>



# THE TRANS-CANADA YELLOWHEAD HIGHWAY

The old natural route followed by the pioneers of Western Canada was through the Yellowhead Pass. It was the easiest route, and still is, through the Rockies and the Coast range to Vancouver.

The Canadian National Railway which follows this route to Vancouver has an average grade of  $\frac{1}{2}$  of 1 per cent. It took the building of two transcontinental railways to discover that the Yellowhead Route was the best and the easiest traverse to the Pacific. Railways using this route can haul trains of 100 cars with ease.

The Yellowhead Highway would pass through the picturesque foot hills of Central Alberta to the great National Park at Jasper. This park adjoins the British Columbia Mount Robson Park. Thus this route would give entrance to two national parks. The road from Edmonton to Jasper has already been hardsurfaced for a distance of some 50 miles and another 77 miles is to be hardsurfaced in 1948. This distance of 127 miles will connect with Edson. From Edson to Jasper Park the distance is 72 miles. This is at present a gravelled road.

Jasper Park itself has 50 miles of the proposed Yellowhead route. Robson Park has 40 miles. Both these parks are a Dominion responsibility and the whole mileage could be completed in one operation. Some twenty years ago the Dominion Government solemnly declared that it would meet the Province of Alberta's Jasper Highway with a highway through Jasper Park to the B.C. Boundary. This is still a promise.

Trucks and other motor vehicles have already made trips from Jasper Park via Blue River to Kamloops, so there is a road of sorts and it is stated that most of the work necessary prior to hard surfacing has already been done. Some of this work was done by private initiative.

Ottawa and other governments in Canada have made the Canadian welkin ring with fulsome praise concerning what Canada has to offer the tourist. It has been acclaimed far and wide that the tourist trade is Canada's "Premier lifeline" to meet the dollar situation, yet still has to do what is most necessary to attract the tourist to the national parks of the west, namely provide proper highways,

Millions of monies are available in good Canadian currency due to the continuation of war taxation in peace time by the various governments, but what they are spending or perhaps even contemplating spending of real highways is a mere bagatelle.

Canada needs roads if it wants tourists. Canada needs roads if it wants more business and development of its vacant areas. The Yellowhead Trans-Canada Highway route is the answer in part.

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## Yellowknife Mines

Thompson Lundmark announces that milling has been recommended after the lapse due to war-time regulations. This mine, prior to its shut down during the war produced \$1,765,000. It is stated that new ore to be milled will average better than \$16 to the ton. The company has ore reserves estimated at 62,586 tons with average grade of 0.40 ounces per ton.

Negus Mines have recently received new machinery which will enable daily milling rate increase from 70 to 125 tons.

Con Mine has been deepened another 900 feet and a new low level established at 2,300 feet preparatory to 3,500 foot cross cut east towards the Campbell zone. The company is milling about 250 tons daily at the present time. The mine management expect to increase this to 350 tons daily when labor becomes more plentiful.

Giant Yellowknife had a payroll of 262. Ore from development workings is being added to the dump and continues to maintain good average mining grade. It averages 0.86 ounce cut and 0.61 uncut. Operations at the mill site are progressing. Foundations for the crusher plant building, the jaw crusher, and two Simons crushers have been completed and crushers removed to respective places. Underground development is being carried on steadily, also the diamond drilling program.

---

Eliza was roller skating and she fell. Flopping over she was on her feet in the twinkling of an eye. She exclaimed: "Rastus, did you see how quickly I recovered by equilibrium?"

"Ah shore did," replied Rastus, "and almost before I noticed it was uncovered."

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# BREAKING OPEN THE NORTH

A descriptive of early day prospecting in the North . . .

By F. S. WRIGHT

He sat in a room in the Macdonald Hotel Edmonton, surrounded by maps and other data on the tremendous areas of the North West Territories. He was the engineer in charge of exploration for Dominion Explorers, who, in conjunction with Jack Hammell of N.A.M.E. fame, had undertaken to expend some five million dollars over a period of five years in exploring the north for minerals. This was in 1929, the year before the great depression and the last year of what was known as the 1929 boom, which, in breaking sent many a financier to make a dive from forty stories or more on Wall Street in an effort to escape the dire consequences of taking on more than he could handle in the stock markets of America. However, that is by the way. This story deals with a prospecting trip down the Mackenzie River almost on the Arctic Coast.

Everything was beautifully planned by Domex as Dominion Explorers were called in mining circles. 32 prospectors split up in two men parties, were given certain sections of the North to cover during the short summer season. Each party had the best of equipment as equipment went in those days. A total of 800 lbs. in all, which included all and everything down to even needles and thread. Each party was



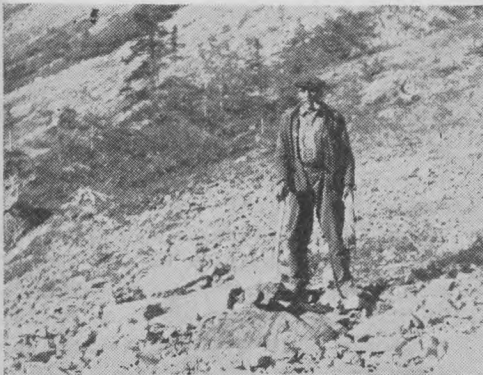
Top—The hole in the wall lined with copper ore.

Second—A showing of Float ore.

Third—Our Pack Train.

Four—Staking.

Left—Copper Float.



to be serviced in the field by aeroplanes and all were to stay in the field until freeze-up. My particular party consisted of myself and an Indian with 800 pounds of equipment and three pack dogs. We were to go up the Peel River and inland from there. I got an extra fifty a month owing to the fact that I had an Indian and not a white man for a companion. Why? Only an eastern mind could figure it out, for often an Indian is preferable to a white man as partner.

After receiving instructions at Fort MacPherson—75 miles from Aklavik, we left by motor boat—at least it was called a motor boat for it distinguished itself most of the time by refusing to spark. We reached a point just below the Peel River Canyon, which was to be our jumping off place for the great unknown. We landed our outfit, that lovely 800 pounds of everything that a prospector of the olden days dreamed of as being perfect, together with our burden carriers, the three husky dogs. This only happened after much negotiation with the Luckshaw Indian tribe at Macpherson, of which my Indian was a member. Just before starting I had to promise his wife and relations that I would bring him back in one piece and incidentally before he would start, Domex had to guarantee to grubstake his wife and family whilst he was away, which meant grubstaking a goodly part of the whole tribe. However, he was an essential as he, alone, knew where a “mountain of copper” existed and this was our objective.

With a merry blast of a spluttering engine, the motor boat, pulled out down river again, leaving us watching it from the river bank. Then we had to get down to business. We had 800 pounds of outfit, but the dogs could only carry 30 pounds apiece and the two of us could only pack another 70 lbs. So the outfit had to be split. We left the luxurious sleeping robes, the silk tent, the canned hams, fruit, jams, butter, etc., etc. and gave the dogs each a 30 pound load of bacon, rice, tea and coffee, flour and baking powder, with our load consisting of half a blanket each, a small groundsheet, some extra footgear, mocassins and babiche, a can or two of tobacco, matches, axe one rifle and ammunition. We threw up a cache for the rest of the outfit and with longing looks at the “civilization” we were leaving in the

cache—headed into the bush. There was no trail unless following the windings of a creek could be called a trail.

Day after weary day it was the same story. Walking over hills and muskeg, fording creeks, always on the look out for a caribou or some fish, for even from the start we had to feed the dogs off the country. We struck a band of caribou, dropped a couple, and stayed at the spot where we made the kill, whilst the Indian smoke dried one and he and the dogs cleaned up on the other. When they were through there was only a heap of bones left. So putting some of the dried meat on the dogs we started off again on the long trek. It was tough going, and the Indian was not any too sure of where he was going or even where he was, although I knew where the Peel River lay and so did not worry much as to where we were. Every night the country got barer with only a few willows marking the shallow route of some creek flowing down to the Peel and every night it was the same old story. There were lots of barren land grizzlies around, this bear whilst smaller than the Rocky Mountain type was still a good and ugly customer to meet up with. They were always around the willows, and we needed those willows for firewood at night—so taking the packs off the dogs, we turned them loose into the willows and then took to the highest hummock we could find and from that vantage point helped the dogs chase the bear downsteam—they always run downstream—by pumping a few 30-30 shells behind the bear's tail. No, we did not try to hit them. A 30-30 is no gun to hunt grizzly with. However, the plan worked and so we got a little fire going and a peaceful night in a land where there was no night. It was daylight all the time. On we went—every day the Indian got more nervous and wanted to go home. He was scared of the country—scared of the bear, and perhaps of me too, for whilst he said, “Me go home”, I said, “No—we go on”. At last we came to a break in the hills. Travelling over a long barren stretch of lava strewn rock we suddenly came to a hole in the ground—and what a hole—it was probably about six miles in circumference and where we first struck it there was a straight drop of around 1,200 feet. Looking over the edge we saw it contained two creeks about a mile apart, and whilst there was not a stick of timber on the top,

down in the bottom of this crater was the loveliest stand of spruce and other timber to be seen anywhere in Alberta or the North. It was a real oasis, as we found on arrival at the bottom. By this time we had been out of dog feed for several days and they were beginning to look pretty gaunt. Looking up the mountain-side from the bottom of the hole, we saw two mountain sheep, peacefully grazing along the hills. Away went the Indian, and whilst he was gone I lit a fire and got the soupcan ready, optimistic as to the chances of mutton for supper. I could see the Indian climbing the hill, I could see the sheep grazing and perhaps was more anxious than the Indian to help in creeping up on that sheep. Moments seemed like hours until I heard a shot, saw the sheep fall and so knew we were lined up for supper and the dogs for theirs too. After a while down came the Indian. He had the liver and the stomach. He shoved the stomach into the pot and commenced to boil it. However, after one look at the unwashed mess I decided in favor of the liver, so the Indian ate the stomach and I the liver. We both said they were good. I knew the liver was but was not so sure of the stomach. We camped right there, packed the sheep down, cut it up and smoked the meat and so had grub for some days more. We were getting pretty short of staples. We found the two creeks, which broke out seemingly from nowhere in the sides of the canyon. Within ten feet of where they first came out of the rock they were filled with Arctic greyling, or blue fish. And were they not good. Easy to catch, we soon had a bagful and every night after prospecting the canyon we went a-fishing with bare hooks. No bait—just throw the line in and snake 'em out. It was a regular paradise down in that hole. Lots of dry wood, lots of good water and so sheltered as to make it almost seem like home. Day after day we could hear the northern winds shrieking like "banshees" over head, whilst where we were there was not a breath of breeze to disturb the perpetual silence of the hole. We prospected the hole—for the Indian said, "This is it" and it was it. There were huge chunks of copper float laying around on the hillsides—a gossan over half a mile wide, where erosion has occurred, and every little stream had its coloring of iron oxides. Every time we pulled up a

root of grass, green copper stains were abundant. We spent quite a few days staking and trying to find the leads but all we had was a geological pick so getting underneath was out of the question.

It began to get late in the season, the winds overhead had increased in their demonical howling and grub—outside grub, was beginning to get short. I set some ten days' "grub" aside in the corner of the camp and told the Indian, when all else had gone, we were pulling our freight back to the Peel and Macpherson. During all this time, the aeroplane which was to have kept us supplied did not make its appearance, although one night we heard one pass overhead, but evidently the pilot did not like the look of the "landing field"—there was no lake anywhere within fifty miles, we later discovered. So I did not count on "aid" from the air.

One day we saw what we thought were two bear on the hillside and after a while went over to have a look. It turned out to be two men, who were part of the "rescue party, Domex had sent in to us, as we were supposed to be "starving." Getting acquainted we found that they were three in all, a geologist, a prospector and an Indian. The plane had landed them on a lake fifty miles away from our camp and they were to look for us. They told us that had they not "found" us they were going back to the lake. I found that they had been camped for some three days within a mile or so of our camp, and suggested they move camp and join us. This they did. As the party arrived, the Indian threw a small ditty bag down by the fire and said, "There's our grub." I looked at it and knew why they were going back, for it was plainly to be seen that if they had not "found" us, they would have had a hungry trip back to the lake. They told us the aeroplane had dropped a complete 800 pound outfit at the lake, and at this news we had visions of getting a real civilized square meal shortly. However, in the meantime, my party had been increased to five not counting our three dogs and what they were to eat outside of fish was a conumdrum. Eventually we decided to send the Indians and the prospector back to the lake, with instructions to bring some of the grub and cache it at a halfway point and the geologist and I were to stay in and look the ground over. This we did, and both of us, eager to get all the in-

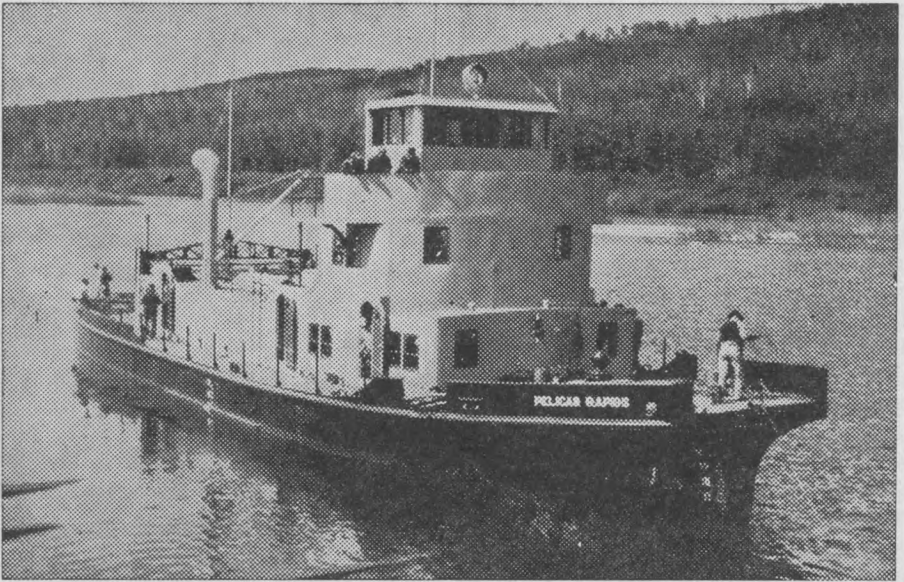
formation possible as to the mineral possibilities, left going out to the last possible moment, with the result that on leaving we had nothing but some oatmeal, and tea to travel on plus a few fish. However we packed up, and started off. We had previously loaded the dogs with ore samples, which the others had taken out to the lake. We travelled fast and furious

making fair time considering the difficult country and muskegs and late the fourth evening reached the "cache" which was halfway to the lake. We found it all right, but there was nothing in it. The Indians had wiped it out. There was nothing to do but go on. However, we found a creek which had a few fingerling trout in it—caught some of them. They were so small,

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The s.s. "Pelican Rapids" built in our plant to the order of the Hudson's Bay Company. It is now in use, plying between Fort Smith and the Arctic and was designed by German and Milne of Montreal, Naval Architects. The tug is 98 feet long with a beam of 28 feet and draws 2 feet 4½ inches of water; accommodating 12 people. The vessel is triple screwed and driven by three 250 H.P. diesel engines and is also equipped with modern navigational aids such as radio and the latest in echo depth sounders.

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that it was impossible to clean them without losing all the fish, so I dumped them in as they were into the oatmeal and we had a fish mulligan. Bet the geologist, a Toronto man, still talks about how he had to separate the scales from the stew. On we went—the weather had got tough by this time, and when that happens in the north it is tough. It was raining in sheets, foggy as the mischief. One could not see ten yards ahead. It was early in the morning and suddenly we heard water breaking on the rocks—could not see it. We had been travelling by compass, and so we headed for the sound. Within twenty-five feet of us was the lake—but we were also less than that distance from the northern tip of it and had we not heard that water the chances are we would have missed it entirely and our next stop was the Peel River 75 miles away. However, we followed down the shore of the lake and struck the cache. There was no one in sight but later one of the “rescue party” appeared and said they had moved down the lake. No one said a word about how we found the “halfway cache” that failed. We were at the lake—the plane was supposed to come in and take us out, but day after day—no plane—so eventually it came to a question of walking. Then came the question of what to take to feed on and each loaded up as he chose. There was quite an argument as to what the dogs should carry. They had ore samples but the Indians, who were now quite “cocky” thought that they should carry grub instead. It took quite a lot of “peaceful” persuasion to convince the Indians that those ore samples had to go—grub or no grub, the form of this persuasion was not as tough as that the old '98 prospectors used over a nearby route on similar Indians, but was good enough to convince them that the white man was boss. Away we started, this time headed for the Peel, quite a distance away. The dogs chased a moose—one came back without his pack, and this brought joy to the Indians, for here they said is one dog which can pack grub. But once again the white man was boss. They were told the pack had to be found or else—we would go back and get more samples. After a few hours' hunt, back they came with the pack, which once again went on the dog. We built rafts at the head of a fair sized creek. The geologist, the prospector and an Indian went on

one—these rafts were tied together with thin cotton pack ropes, and I and the other Indian went on the other, with the dogs carrying the samples. We travelled down stream quite a way before disaster in the form of rocks overtook our raft, but we managed to get ashore dogs and all. We had had enough rafting and so headed down stream along the banks for the Peel. We reached the Peel and our long forgotten cache, and had to wait for the motor boat. Eventually after we had given up most ideas as to its coming it appeared around the bend and we jumped aboard, complete with dogs and samples. Everyone was happy. It was early September and the last boat out, The Distributor, was due to reach Macpherson by the 15th September. We got there in time. The samples—oh they were assayed and went \$43 in copper with copper at 11c a pound. Did anyone take up the stakings. No—Domex thought it too far away, and so today there is a “mountain” of possible copper ore ready for capital to exploit. Hard to get out. Not necessarily it could be smelted and taken out via the Arctic or even up the Mackenzie. It is still there and perhaps someone, someday will go and get it. Why did the aeroplanes fail? Well, that is another story. Our particular plane had to join in the search for the Toronto mining magnates and newspapermen who “lost” themselves near Bathurst Inlet that same summer. However, all's well that ends well. It was a real trip in the “Land of the Midnight Sun” . . .

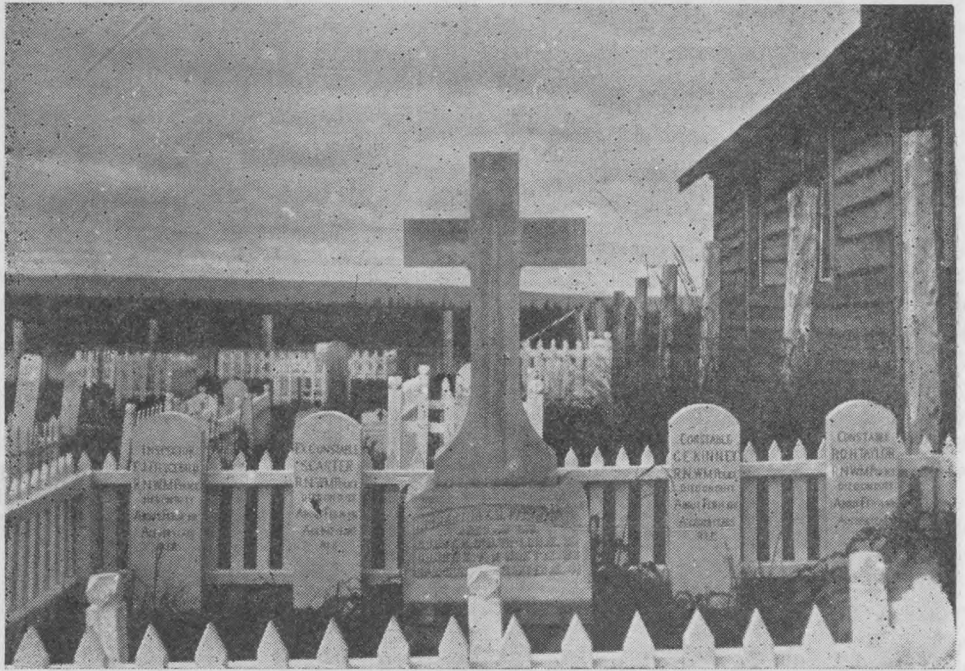
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## Alaska Highway Travel

According to the U.S. Customs office in Juneau, Alaska, 5,916 persons entered Alaska over the Alaska Highway during the past year. Of these 1,944 private autos carried 4,629 people and 110 buses carried 419 passengers, who entered Alaska at Tok. In June 535 autos carrying 1,432 passengers and 11 buses carrying 59 passengers passed through Tok. Fairbanks reports an entry of 162 private cars carrying 315 people plus 12 buses carrying 36 people. In June, Fairbanks reports only 4 cars carrying 12 passengers.

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An owl planning to call on his lady friend, put on his best clothes. But it was raining as he went out. Sadly he exclaimed “Too wet to woo.”



### WHERE PIONEERS REST

The graves of the R.C.M. Police—Dawson-McPherson patrol who lost their lives on the winter trails of the North in 1911. Located in the Churchyard of the Fort McPherson Anglican Mission.



Memorial to Father Lacombe, Pioneer Missionary, erected at St. Albert, 9 miles from Edmonton. St. Albert was the first settlement to be founded in Alberta.

## PEDALLING OVER THE ALASKA HIGHWAY

Harry Sperling, accompanied by his son and daughter, has the distinction of being the first cyclist to pedal over the Alaska Highway from Whitehorse to Minneapolis. The two younger Sperlings were 18 and 19 years of age respectively.

Sperling, an officer in the U.S. Forest Service stationed at Juneau, Alaska, left there for Skagway on July 25th and then went by train to Whitehorse, taking three new bicycles and a spare wheel. Each carried 45 lbs. of equipment consisting of sleeping bags, tent, fish poles and small food supply. They also took a color film camera along.

Out of the 900 miles from Whitehorse to Dawson Creek, the cyclists pedalled 600 miles. On arrival at Dawson Creek they went to Winnipeg by train and then pedalled the next 400 miles to Minneapolis.

Describing the trip Mr. Sperling states they averaged 25 miles daily, over some stretches making as much as 40 miles a day. It took four weeks to get to Dawson Creek, and he says the road was in good shape outside of some eight per cent

grades which they had to walk up. They camped out along the road and outside of a mishap to his daughter, caused by a bad spill going down a hill they enjoyed every minute of the trip.

## ALBERTA FIELDS INCREASE PRODUCTION

Offsetting decreases in Turner Valley oil production it is to be noted that other fields in Alberta almost all show increases in production. Taber produced 206,086 bbls. in 1946—increase 71,086. Conrad 212,645 in 1946, increase 68,949. Princess 64,953, increase 1,576. Red Coulee 1,140 bbls. in 1946—new production. Jumping Pound 3,986, increase 515 bbls. Lloydminster (Alberta side), 76,187, increase 47,866 bbls. Vermilion decreased production 54,412 bbls. Wainwright 1,358 bbls. Tilley 593 bbls. and Del Monita 2,027 bbls. These fields yielded a total of 766,121 bbls. in 1946 an increase of 132,742 over the preceding year.

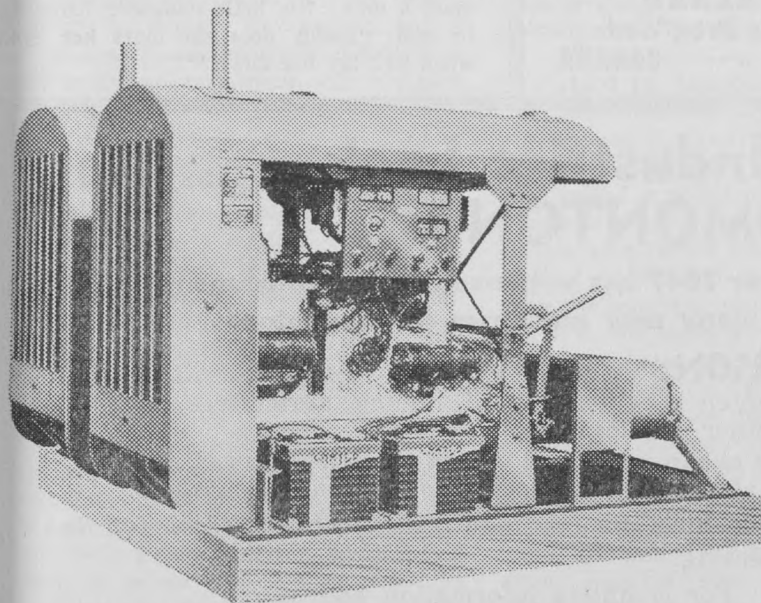
Taxi driver: "My stars, what a clutch!"

Voice from the back seat: "Mind your own business."

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## Freight Over the Grimshaw Road

Through connection over the Grimshaw Road has been established between Grimshaw and Hay River. The road has however still to be gravelled in part. It was to have been completed by the end of 1947 but it is stated that final completion of the standard highway will run into the 1948 road building season. This fact, however does not interfere with its use for winter traffic. It is expected that a large volume of freight destined for Yellowknife and other northern points will be carried over the road during the coming winter.

## New Oil Town

A new oil town has been established near the Saskatchewan River to serve the requirements of the Leduc Oilfield. It is to be known as Devon. It is to be completely modern in every respect and the first sod on the townsite was turned in October. It will be heated with gas from the Leduc oil fields. It is destined to furnish accommodation for the many workers engaged in the development of the Leduc oil fields.

The office man was raving about the new secretary. So efficient, good looking almost a doll. His little daughter listening in said: "Daddy does she close her eyes when you lay her down?"

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## Alberta's Bill of Rights

Much noise was made at the last session of the Alberta Government as to its "Bill of Rights" whereby all were to get \$600 a year or more without working on the principle, "Yes, sir. The Government owes me a living." The bill was passed with much ceremony amidst the Social Credit ranks. It was lauded to the skies as the real "Panacea" for all the ills of the world and then submitted to the Canadian Courts who promptly said "Ultra Vires". Then submitted to the Privy Council who also said "Ultra Vires" and so our Attorney General after expending many simoleons of taxpayers' money returns to Alberta, perhaps a wiser is not sadder man and tells his friends down below the Hill perhaps in the following words, "Well, we would have got it had not those Money Barons beat us to it". What shall we tell our Social Credit friends now." Silence has reigned ever since in Government circles, although it was suggested that a "statement" would be made. However, there is hope yet that we shall hear all about it when our friends use it at the polls of the next election. We can visualize our minister of public works on the platform telling all and everyone "we were going to give you all \$600 a year but 'they' would not let us." The words "ultra vires" and their meaning has yet to be fully understood by the Alberta Government, but if they do not already know the definition it might be as well to mention that it means "beyond power".

## Pipe Line Completed

The pipe line connecting the Leduc oil fields with Nisku, a station on the Canadian Pacific Railway, nine miles from the oil wells, has been completed and is ready for use. This pipeline is designed to carry the oil from Leduc to railhead.

## FRENCH RADIO

The Mining Reporter of Toronto recently commented upon the action of the Social Credit Government of Alberta, through the Hon A. W. Fallow opposing the issuing of a license for a French language broadcasting station. It points out that English and French are the official languages of Canada, and, as such, both are entitled to expression over any radio network, or newspaper. It scouts the idea that if a

French radio station is established, other racial elements in Canada would also be asking for radio stations. The Reporter has something there in favour of the license being granted. The French in Canada are a national race of Canada just as much as the English speaking people are and just suppose the people of Quebec took exception to radio broadcasting in English. A radio station broadcasting in French has as much right to a license as a newspaper printed in French. Of course Mr. Fallow will immediately say each provincial government is also entitled to a radio station—quoting as an example CKUA which is run by a Government department namely the Telephone Dept. No Government in Canada—not even the Dominion Government has a broadcasting station. C.B.C. is not controlled by the Dominion Government, even though there may be a suspicion that it has much to do with what propaganda goes over it, for which it is assumed it pays the ordinary scale of rates the C.B.C. charges. If the Alberta Government wants the air all it has to do is to take time on any of the present stations at a price.

The CKUA broadcasts most excellent programs at the present time on a non-commercial basis. It, without a doubt, gives these programs by Government or University authority, but it is a question whether these programs will be as good if it obtains a commercial licence. . .

## BUFALLO IN ALASKA

A picture has recently appeared showing a prominent U.S. official shooting a buffalo in the States. Tvidently a buffalo hunt makes a real hunting appeal to our American cousins. A few years ago some buffalo were turned loose in the Big Delta area of Alaska and it is stated that the herd now numbers nearly 400 head. They are in a wild state, although they are reported to have become somewhat of a nuisance around the airfields, often having to be chased off the grounds before planes could land. Canada has a real herd of buffalo at Fort Smith, fully protected from everything but the wolves, which yearly take a toll of the herd. West of Edmonton, there are miles of ideal buffalo range, where some of these animals could be turned loose. In years to come they would form a further attraction to big game hunters looking for "trophies" in our western hills.

**LEDUC OIL PRICES**

The price of crude oil at the well head in the Leduc field has been set by Imperial Oil Ltd. at 2.95c a barrel. This price is based on the present Turner Valley price less the difference in the 9½c pipe line charge and the freight rate from Leduc to East Calgary.

Last night I held a pretty hand, so dainty  
and so sweet  
I thought my heart would surely break, so  
wildly did it beat  
No other hand in all the world,, can greater  
solace bring,  
Than the pretty hand I held last night—  
Four aces and a king.

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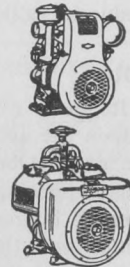
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## Placer Mining at Toronto Exhibition

A large section of the imposing Ontario Building, most beautiful on the 350-acre Canadian National Exhibition grounds, contains a display of Canadian mining and kindred subjects. It has proven a mecca for hundreds of thousands of visitors because of outdoor scenes including running streams with live fish, trees and camping

tent, his cooking equipment and other materials, exactly as if he were in the wilds a thousand miles from the teeming fair grounds. Perhaps a part of the attraction for the crowds is the coolness of the building, augmented by the smell of evergreens and the flowing water. After hours of trudging about the grounds under



scenes. Each afternoon during the Exhibition an old-time prospector, Bill Gale, has entertained huge audiences with pick and shovel, and an exhibition of his prowess with the mining pan. With sand and gravel brought in from the north he kneels beside the stream and actually comes up with "color" in the bottom of the pan.

To lend realism to the scene he had a

a hot sun this building is a positive haven. The Ontario Government Mines Department's "Prospectors' Guide", brought up to date is being distributed. It tells how to find a mine, what equipment is necessary, and what to do after it is found.

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"Completing an impressive ceremony, the lovely daughter of the founder smashed a bottle of champagne over her stern as she slid gracefully down the ways."

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One morning a young lady got out of bed; slipped into her robe; stepped into her slippers; raised the shade, uncovered the parrot; answered the phone; heard a masculine voice say: "Hello, honey, I just got off the ship, I am coming right up."

So the young lady unlocked the door; took off the coffee pot; pulled down the shade; covered the parrot; took off her robe, stepped out of her slippers; slipped

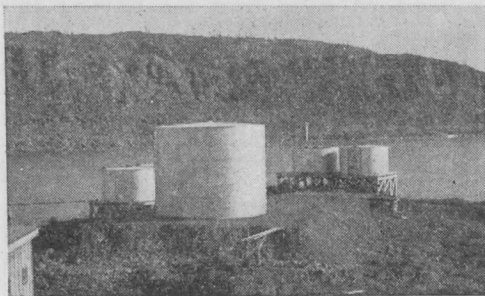
back into bed; and heard the parrot grumble: "Gol-darn what a short day that was!"

---

This is a woman's world. When a man is born people say: "How is the mother?" When he marries, they say: "What a lovely bride."

And when he dies, they say: "How much did he leave her?"

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## Lloydminster Oils

The Lloydminster field has contributed a great deal to the improved situation now surrounding oil development in Western Canada. It is an extensive area which at present runs about 20 miles from north to south and about 12 from west to east. Not all of this is proven ground but sections within this area are most productive. The field lies partly in Alberta and partly in Saskatchewan.

Gravity in the combined Alberta and Saskatchewan field now runs from 12° to 18°. The product may be termed a low gravity, high quality oil. Oil is recovered from shallow horizons around 1,900 feet.

The present products are asphalt, fuel and diesel oils. The Husky Refining Company have erected an asphalt plant with a daily capacity of 2,500 barrals. This, dependent on oil production and market, can be stepped up to 7,500 barrels. Oil production of the combined field for July exceeded 78,000 barrels in comparison with only around 14,000 barrels for July of last year.

### Lloydminster Oil Production

1947—

	Alberta Side	Saskatchewan Side	Combined Field
January .....	6,461	19,725	26,186
February .....	6,696	17,348	24,044
March .....	9,759	20,760	30,519
April .....	11,048	23,524	34,572
May .....	20,259	35,593	55,852
June .....	23,153	47,506	70,659
Totals .....	77,376	164,456	241,832

Oil production at Fort Norman (Canol), during the first six months of 1947 amounted to 125,200 bbls., an increase of 51,072 over a similar period in 1946. This oil was used almost exclusively to service the mining field at Yellowknife and the various outposts in the North.

The Swedish couple were applying for a marriage license. Both were named Johnson.

"Any connection?" asked the friendly clerk.

Both gulped and colored up a bit and finally Gus said manfully, "Yah, twice."

## Northern Mining News

Some people may remark that the Nor' West Miner has not been devoting much space to mining news in the now recognized mining centres of the North. Each issue many columns could be devoted to descriptions of progress surrounding the many prospects—some under active development—others just drilling, with yards of propaganda concerning "new discoveries" and wonderful assays. It is not intended to dispute the fact that many of these prospects can be considered as having the makings of mines in the future, but a mine is not a mine until it actually comes into production. There are at least five producing mines already in the Yellowknife district. That fact should be sufficient to prove that the bringing into development of others is possible—but constant propaganda regarding "rich finds", mainly designed to boost the Toronto stock position of the many companies with only prospects, only serves to confuse the public who are willing to invest in mining stock. There is no greater drawback to the proper financing of good mining prospects than the constant playing of the so-called mining "market" on the Boards. Artificial stock values are created subject to uncalled fluctuations almost day by day, and such a practice is not good for real mining.

The Nor' West Miner, based on years of intimate contact with mining development is only taking the same stand that the bona fide mining industry has always followed. Yes, it is admitted that sometimes a real bonanza is discovered—so it sometimes happens that a full suit of hearts, or other cards are dealt in a bridge game, but that does not prove that every prospect will make a mine.

The insurance man issued a policy against theft on a valuable wardrobe. She was a nice young thing on the way to do the Continent. Later he got a wire: "My gown lifted in London."

He replied: "What do you think the policy covers?"

The price of platinum increased recently to \$66 per ounce in New York. It is stated that the demand for this metal for industrial use was the cause.

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## "Chickens Come Home To Roost"

"Chickens come home to roost" is a famous old proverb, which directly describes the methods by which the Dominion Government has driven the gold mining industry of Canada almost off the map. At the end of the war Canada's gold industry was well away to a new start. There was plenty of public money for speculation in new ventures and plenty of new finds were consequently made. The Canadian Mining Handbook shows that the Government's action in cutting the price of gold has resulted in work being stopped on 458 properties, with only 76 companies formerly inactive resuming work. The diamond drilling companies operations, doing most of the preliminary prospecting on new ventures report that there are now only 209 drills in operation as compared with 459 drills in July last. A year ago, it is stated, 423 of these drills, were on surface operation. One year after only 156 drills are doing this work which is minefinding.

The clamor that arose and was fostered by much publicity in Eastern mining circles as to the reduction in the price of gold has driven public speculative money out of mining. It is true that lots of it is now going to countries where gold mining gets preferred treatment. Canada's speculative funds are now going into oil and other speculation especially in connection with the new Leduc Oilfield.

It is hard for the ordinary individual to understand the workings and minds of the gentlemen who are guiding Canada's financial policy both at home and abroad, but one thing is certain, and that certainty is the fact that, as in past years, Canada will one day be desperately in need of gold for international settlements. Hitherto that gold has come in the main from Canada's producing gold mines, the only source the Government can rely upon.

---

Perhaps one reason why a dollar will not buy as much as it used to buy is that most people will not do as much work for a dollar as they used to do.

---

She: "There's a lot of couples who don't pet in parked cars."

He: "Yes, the woods are full of them."

## Rotten Booze

The sale of "adulterated" liquors enabled the Government of Alberta to declare a huge surplus last year due to the "profits" so called made out of liquor sales. This is a business which the Premier of Alberta declared was a "racket" at the last meeting of Alberta's legislators. A meeting was recently held in the East of the Liquor Commissioners of the various provinces. Having exhausted all such excuses such as "War Costs", "Dominion Government taxation" etc., the latest excuse under which a decision was reached by the Alberta Government and perhaps the combined liquor interests of the Dominion, is that the supply of liquor does not permit anything but adulteration by means of lower spirit content, a polite way of saying, "We must still water our stocks". Evidently, these Governments have found that the drinking public will stand for anything, yet let a private enterprise use the same tactics and what a riot there would be to put them over the road. There is an Act called the Pure Foods and Drugs Act of Canada which plainly designates what pure food consists of as to contents. Liquors are included in this Act. During the war, the governments had the power to pass emergency measures, but such powers came to an end with the closing of hostilities. How can any Government expect people to obey laws when those laws are either ignored or broken by a government at will. They have declared the packers' strike to be illegal. It is illegal—but beyond saying, "You bad boys must not do this, it is illegal", little action to enforce the law has been taken. Perhaps, they have come to the conclusion that the essence of judicial justice is that both sides, even governments, must appear with clean hands before courts. No government which openly neglects its own laws can expect others to obey them.

---

We hope you haven't forgotten the little farm girl who always went out with city fellows because the farm hands were too rough.

---

Devil: "What are you laughing at?"

Imp: "Oh, I just had a woman locked up in a room with a thousand hats and no mirror."

# Canada Needs a Highway Commission

The suggestion that Canada should have a Highway Commission applies equally to both Dominion and Provincial governments. The present state of road communication throughout Canada is the justification for roads being taken out of politics. Here are some of the reasons, there are many more:

## Because 1:

Canada's highway problem is Dominion-wide and very complex. It concerns everyone from coast to coast.

## Because 2:

A Highway Commission could formulate and put into effect for Canada a highway policy which Canada sorely needs.

## Because 3:

A Highway Commission could co-ordinate Canada's strategic military and commercially feasible highway requirements.

## Because 4:

A Highway Commission could standardize construction specifications and consolidate the present piecemeal projects of the provincial governments.

## Because 5:

A Highway Commission, by following the findings of capable engineers in the matter of route selections, could eliminate partisan strife among rival communities.

## Because 6:

A Highway Commission could strive for the construction of east-west roads which are now badly neglected.

## Because 7:

A Highway Commission could establish an equitable financing ratio arrangement between the federal and provincial governments.

## Because 8:

A Highway Commission could plan and institute a long-range construction and maintenance program progressively through the years regardless of good times or bad.

## Because 9:

If there are politics in highway building they should never be allowed to interfere with the sound and equitable solution of that problem; and

## Because 10:

A Highway Commission, through such an

enterprise, could strengthen the bonds of unity between the widely diverse geological divisions from east to west across the Dominion.

---

## FINANCIAL "BOOMERANG"

The sale of Canadian securities to residents of the United States, an important source of American dollars, dropped off sharply in the first six months of 1947. Between January 1st and June 30th sales of all types of stocks and bonds to the U.S. totalled approximately \$109,000,000. This compares with \$145,900,000 in the last six months of 1946 and \$259,400,000 in the first six months of that year.

The total for the full year 1946 was \$405,000,000. If sales in the final half of this year maintain the volume established in the first six months, the total would amount to only about \$218,000,000 for all of 1947, a little more than half the 1946 figure.

Various reasons for the severe drop are put forth in financial circles, among them the suggestion that the stifling of promotional activities by Canadian legislative measures has curtailed constructive publicity on Canadian securities in the United States. The U.S. Securities and Exchange Commission, has frowned on such promotional activities by Canadians, and similar bureaux in Canada, in attempting to cooperate with their American counterpart, have more or less unwittingly assisted materially in preventing the sale of Canadian securities there. In directing negative attention to promotional issues the sale of gilt-edged Canadian offerings have also suffered.

Once again too much red tape has acted to the detriment of the mining industry and foreign exchange.

---

He was a lease broker and slept heavy. The landlady sent the country maid to his room to awaken him. On her return she asked: "Did you wake him?"

"Yes'm but I had to go into his room to do it."

"Good heavens," exclaimed the landlady, "do you not know better than to go into a lease broker's room?"

"I do now," replied the maid.

---

Many a girl will scream at the sight of a mouse but thinks nothing of stepping into a car with a wolf.



## Game Conservation

Game conservation seems to be the worry of tourist officials and game associations. Such worry is justified with the advent of the aeroplane to carry hunters into the backwoods. As one lady hunter, recently returned from a hunting trip in Alaska remarked, "We couldn't get used to the way they hunt in Alaska though. They fly into camp and often return with game in less than twenty-four hours." She adds "That's almost unheard of." The same applies to Canadian hunting fields. The aeroplane has made even the most remote districts readily accessible by plane. In addition high powered rifles—during the war we even heard about "Tommy Guns" being used, add to the fact that the time is coming when big game will be a thing of the past. It is not too late to close the gap in the fence. The aeroplane should be prohibited for big game hunting, even when only used to carry hunters to bush camps. The use of high powered weapons should also be prohibited. Hunting of game should only be allowed with weapons similar to the old time low powered rifles with a doubtful killing range over 400 yards. Game would

then have to be really hunted, instead of having little chance whatever from even the most unskilled. This sounds as if it is suggested going back to olden days when in order to get game a man had to hunt for it and know how, but one has only to hark back to what happened to the buffalo on the western prairies—what has happened even along the Arctic Coast and is happening in all parts of the game fields of the continent to realize that unless measures are taken, the big game hunting industry will soon be a thing of the past.

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## THE RUPERT GOLD STRIKE

Reports of gold being discovered on the Prince Rupert townsite brings recollections of another "mineral strike" which was made on the townsite in the early days of the construction of the Grand Trunk Pacific Railway. At that time the townsite was company owned and it was a matter of difficulty to get land or lots for business and other purposes. This was prior to the sale of lots. Amongst other business desiring location was a newspaper, the Prince Rupert Empire as it was later known. The difficulty was solved by the daring press pioneers in a unique manner. They staked mineral claims on the townsite. This could be done as there was no question of who owned the mineral rights in those days! Under the regulations the townsite was open ground. After staking, the printing plant was moved onto the surface, perhaps being considered as part of the mining machinery necessary to develop the claims, and the news boys made it stick . . .

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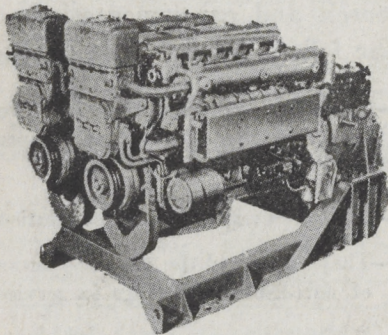
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